

Amendments to the Specification:

Page 8, lines 13-24, substitute the following paragraph:

In a fuel injection valve for the in-cylinder injection type engine having a fuel ~~swirling means~~ swirler for giving a swirling force at the upper stream of the valve sheet to the fuel passing through the surrounding area of the valve body and a nozzle injecting a swirling fuel, ~~it is characterized by that~~ a fuel spray injected out from the injection port of the nozzle is so formed that the orientation of the fuel spray is deflected in a definite direction on the basis of the longitudinal axis of the fuel injection valve body, the reachable distance of the fuel spray at the deflected side is longer and the reachable distance of the fuel spray at another side opposite to the deflected side is shorter.

Page 9, lines 1- Page 10, lines 1-17, substitute the following paragraphs:

According to the above structure, even in case that the fuel injection valve 1 is mounted at the upper part of the cylinder 40 as shown in FIG. 6A with such an angle that the longitudinal axis C of the fuel injection valve body intersects the longitudinal axis A of the cylinder (this intersection includes three-dimensional or two-dimensional geometry), in other words, even ~~in case that~~ where the fuel injection valve 1 is mounted with an angle with respect to the plane B ~~vertical~~ perpendicular to the longitudinal axis A of the cylinder, ~~it is enabled to make~~ the fuel spray directly injected into the cylinder 40 is still deflected toward the ignition plug 41 with respect to the longitudinal axis C of

the fuel injection valve body. In addition to the deflected spray toward the ignition plug as described above, ~~it is enabled to make~~ the reachable distance L1 of the spray deflected toward the ignition plug is made larger and ~~make~~ the reachable distance L2 of the spray on the opposite side of the deflected spray is made shorter.

According to such a deflected spray, the degree with which the fuel spray is concentrated directly around the ignition plug at the stratified combustion mode is controllable. As the fuel injection at the stratified combustion mode is performed at the compression stroke in which the engine combustion chamber (inside the cylinder) is highly pressurized, the spread of the fuel spray tends to become smaller. Though this tendency in the narrower spread of the fuel spray is inevitable for establishing a compact region for forming a mixed air, if the spread of the fuel spray becomes too narrow, a good conditioned region for forming a mixed air can not be obtained. As it is possible in the present invention to extend the fuel spray area and the expand the spray angle in proportion to the deflection of the spray direction toward the ignition plug, it can be avoided that the spread of the fuel spray becomes ~~so~~ narrower than required and ~~then~~ thus, a compact fuel spray can be obtained for concentrating the fuel spray properly around the ignition ~~plug~~ plug. Though the fuel injection is performed at the intake stroke at the uniform combustion mode when the inside pressure of the cylinder is lower and a spread fuel spray can be obtained, it is enabled to extend the fuel spray area (fuel spray angle) more than ever before in

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proportion to the deflected spray direction toward the ignition plug and to increase the uniformity of the fuel in the cylinder.